

Today's Advertisements.

CANTON LAND CO., LIMITED.

NOTICE is hereby given that the following—

Numbered.	In the Name of
6 to 51-60	ANTHONY BAHINGTON, Esq.
7 to 51-70	"
8 to 51-80	"
9 to 51-90	"
14 to 151-160	CREASY EWENS, Esq.
15 to 161-170	"
18 to 181-190	FUNG SHU SAN, Esq.
19 to 191-200	"
20 to 201-210	"
25 to 246-255	A. G. GORDON, Esq.
33 to 311-320	ELEAZER SILAS KELLY, Esq.
34 to 321-330	"
35 to 331-340	"
36 to 341-350	"
37 to 351-360	"

with transfer deeds attached having been LOST New Certificates for the same will be issued One Month from the date hereof and the Original Certificates will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 7th May, 1901. [5010]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"HAILONG."
Captain Bathurst, will be despatched for the above Ports, TO-MORROW, the 8th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 7th May, 1901. [4910]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"WITTENBERG."
Captain Hempel, will be despatched for the above Ports, TO-MORROW, the 8th instant, at 4 P.M.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 7th May, 1901. [5000]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."
Captain Rolfe, will be despatched as above on SATURDAY, the 11th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 7th May, 1901. [5020]

FROM HAMBURG, ANTWERP, ROTTERDAM, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"WITTENBERG."
Captain Hempel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading, for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 14th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 7th May, 1901. [4990]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"HONGKONG MARU,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wharves and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining undelivered after the 15th instant, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY,
Acting Agent.
Hongkong, 7th May, 1901. [7]

Intimations.

WANTED.

THREE or FOUR LADS

to SELL the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION

PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 11th January, 1901.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 60, QUEEN'S ROAD, CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

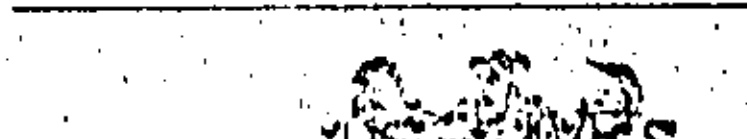
ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND \$10.80

B.—GLENORCHY, MELLOW BLEND, a fine 'Soda' WHISKY of great age... 10.80

Intimation.



A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND \$10.80

B.—GLENORCHY, MELLOW BLEND, a fine 'Soda' WHISKY of great age... 10.80

C.—ARMOUR-GLENMAYET ... 12.00

D.—H.K.D., BLEND of the Finest Old Malt Scotch WHISKIES 14.40

WATSON'S SPECIAL—

"E" VERY OLD LIQUEUR SCOTCH WHISKY 15.00

OF superb quality and great age

—pronounced by all connoisseurs to be the BEST BRAND in the Far East.

Small quantities are supplied at proportionate whole sale rates.

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.

MARRIAGE.

On the 2nd of May, at Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A.,

FREDERICK LARGE, to ANNIE WILLIAMS, both of Liverpool.

DEATH.

On the 30th of April, at Hamburg, JOHN SCHMIDT, of Shanghai, aged 36 years.

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 7, 1901.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

LONDON, May 4th.

The Boers under Commandant Delarey to the number of four to five thousand are concentrating at Hartbeestfontein, and they have occupied a strong position in the hills.

General Babinion is in close touch with the enemy, but he is insufficiently strong to attack. General's Lord Methuen and Rawlinson are converging on Hartbeestfontein, and a battle appears imminent.

GREAT CONFLAGRATION IN AMERICA.

Two miles of houses, including public buildings, have been burned at Jacksonville, Florida, and over 10,000 persons rendered homeless. The loss is estimated at three millions sterling.

LATER.

THE ROYAL VISIT TO AUSTRALIA.

The Duke and Duchess of Cornwall and York have arrived at Port Phillip.

RUSSIAN OPERATIONS IN MANCHURIA.

Russian official despatches state that twenty engagements have recently been fought in northern Manchuria. The Russians have lost a hundred in killed and wounded. A number of Chinese guns and prisoners were captured.

WEATHER REPORT.

The Observatory report says—

On the 7th at 12.5 p.m. the barometer has risen slightly on the China coast and over the Philippines. Pressure is highest in the neighbourhood of W. Japan, lowest over S.W. China. Gradients slight for S.E. winds on the China coast. Forecast—Moderate S.E. winds; squally, showery.

LOCAL AND GENERAL.

The new German Minister to Tokio arrived there on 29th April.

The census shows that the population of Glasgow has increased by 194,015.

A good shorthand reporter is wanted, vide advertisement appearing elsewhere.

The Glengyle-Hongchow collision case comes on for hearing at the Supreme Court at ten-thirty to-morrow morning.

NOTICE.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents.

Intending purchasers are advised to order early. See advertisement.

THE Japanese gunboat *Kaimon* which was sent to Corea to survey the coast left Chemulpo for Fusan on the 28th ult.

It is reported that Prince Henry, Prince Consort of the Netherlands, will visit the Dutch East Indies in June. The tour will last for three months.

TO-NIGHT at the Theatre "A Village Priest" will be played, and to-morrow night, the last performance during the Brough season here, "Niobe" will be staged.

ARRANGEMENTS are said to have been made by the French to ship a considerable number of coolies from Foochow to Madagascar. This will relieve a poor province of some of its surplus population.

A SCHEME is now on foot to pay all Government officials in Malaya a fixed sterling salary, and everybody now joining the service or getting promotion will do so subject to this proposal.

MR. D. PICTON DAVIES has completed the purchase of the large coasting steamer *Rajah*, which is Penang-owned, for parties at Manila. The *Rajah* will be used in the coasting trade of the Philippines.

IN spite of the unsatisfactory condition of financial affairs in Japan, applications for the Hankoku Railway debentures have been quite up to expectations, the amount applied for up to 29th April being yen 530,000.

CAPT. K. HASEGAWA, of the O.S.K. *Tamsui Maru*, which was lost at Quemoy near Amoy a short time ago, has been found to blame and his certificate has been suspended by the Osaka Marine Court for six months.

IN view of the arrival of the Duke and Duchess of Cornwall and York, the hotel tariffs at Melbourne have risen enormously. The city is being extensively decorated, and there is already great enthusiasm. Melbourne is becoming the administrative centre of the Federal Government.

SAANGHAI seems to appreciate Mr. Alec Marsh as the following extract from the *N. C. Daily News* will show—"A programme of just the right length, every item of which was a pleasure, is the verdict one must pass on the concert given at the Country Club by Mr. Alec Marsh on Wednesday evening.

THE *Times* Berlin correspondent says that the alleged statement of Mr. Rockhill as to the indemnities claimed by the Powers from China is exceedingly incorrect, and has aroused considerable indignation. It is stated in authoritative quarters that Germany claims £12,000,000, Russia £17,000,000, and France £13,000,000.

A SHIMONOSEKI despatch to the *Mainichi* states that the branch office of the Kiyo Bank, has been besieged by creditors, demanding payment of deposits. Some policemen had to be sent to the premises to prevent disorders. The total amount repaid was yen 50,000. The Bank is expected to meet all the calls promptly.

THE latest returns of the Japanese army and navy show that there are at present 99 generals, 8,397 officers, 35,248 non-commissioned officers and sergeants, 273,253 soldiers, and 6,964 others in the Imperial army, while there are 46 admirals, 1,828 officers, 2,543 non-commissioned officers, 19,149 sailors, and 398 cadets in the navy. The above constitute the standing army and navy of Japan on a peace footing.

It is currently reported, say Bangkok papers of the 24th ult., that serious charges have been preferred against two of the European staff of the Forest Department. One of them is charged with embezzlement, and the other with receiving bribes. One of the accused is said to have been arrested in Burma. This, we suppose, is the first time that so serious a charge has been made against any foreigner in the service of the Siamese Government.

MR. TEI, former Japanese Consul at Tientsin, arrived at Shimonoseki on 29th ult. Interviewed by a reporter of the *Mainichi* he is reported to have said that the foreign troops in North China are to be withdrawn on or before the 30th June next; but they will be stationed there until next autumn if the peace negotiations do not make more rapid progress. Business in Tientsin is depressed at present. Bandits often threaten the town and the condition of affairs is still disturbed.

A PHILADELPHIA (U.S.A.) paper says—"There is no continental country, no second-class power anywhere, with which England could safely go to war at present. Her hands are tied in South Africa, and after her war there is closed it will be a long while before she can recover her former military prestige or strength. No matter, as the London *News* says, how just her cause of quarrel with Russia may be, England cannot maintain it with force of arms, and though Russia may act upon the aggressive in China, England can only threaten, not strike. Her hands have been tied by Mr. Chamberlain's blundering crime against the little African republics, and so once more does it appear that the mills of the gods, though grinding slowly, are grinding exceedingly sure."

A RATHER serious driving accident, fortunately not attended with serious consequences, occurred to a party of Kobe foreigners recently. Mr. C. Nickel, Mr. Holstein (in Mr. Nickel's employment) and Capt. Petersen, were carriage driving near Suni-yoshi when the horses yoked to the machine took fright and after other awkward manoeuvres backed the carriage over a considerable embankment. Mr. Holstein cleared a space of twenty or thirty feet, landing in a sand bank. Mr. Nickel himself was beneath the machine and in some danger of injury. Beyond the shaking received in the overturn of the carriage, however, none of the party were hurt. Mr. Nickel, despite his advancing years, was out of bed next morning at two o'clock when the news of the fire on the *Kid. Ate* was received, and he left shortly afterwards on his launch for the scene of the fire disaster, where he stayed the whole of the day.

MAURITIUS sugar will be but slightly affected by the sugar import duty in the United Kingdom, 3,000 tons being about the average quantity exported thither a year. The bulk of Mauritius sugar goes to India, America, South Africa, and Australia.

THE Hawarden Castle, with 512 Boer prisoners on board, was expected to reach Bombay on the 21st or 22nd ult. The prisoners will be sailed straight to Ahmednagar, where quarters are being prepared for their reception and detention under guards of British soldiers.

We shall be obliged if any subscriber on receiving his paper late or irregularly, will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

THE returns of the number of visitors to the City Hall Library and Museum for the week ended 5th May are—

Non-Chinese	383	Library.
Chinese	97	Museum.
Totals	480	1,728

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

LLRH, the Duke of Cornwall and York, was allowed by special favour, says the *Penang Gazette* to handle the sacred tooth relic of Buddha, in the Temple at Kandy, during his recent visit there. This is a high privilege, the concession having only recently been refused to the King of Siam, who is the supposed head of the Buddhists. Priceless jewels were also brought out and shewn to the Royal Highnesses.

A QUIET wedding took place this morning at St. Peter's Church, West Point, between Mrs. Mary Parker, matron of the Hongkong Hotel, and widow of the late Mr. Alfred Parker, chief engineer of the s.s. *Tai-on*, and Mr. William Nickolls, of the Hongkong and Whampoa Dock Co. The ceremony was performed by the Rev. J. F. France, B.A., and a small reception was afterwards held, at the residence of the bridegroom's sister, Mrs. Stringer. The newly married pair then left for Macao by the s.s. *Heungshan*.

AMONGST the many attractions to be presented to the public, at the Military Exhibition, to be held this month at Earl's Court, London, will be the Relief of the Legations, or "China" by Imre Kiraly who has been occupied with the production of this magnificent spectacle ever since last August. All that care, time, and money can do in order to present the terrible scenes enacted in Peking last year to the eyes of the public, Mr. Kiraly has done. There will be six scenes, of which the principal are representing the "Interior of the Besieged Legations," the British Bivouac in a Chinese Town," the "Storming of the Walls by the Allied Troops," and the "Triumphal Entry into the Forbidden City."

THE German East Africa Line steamer *Sela*, which now lies sunk in Bombay Harbour, was again put up to auction, recently, says the *Bombay Gazette*, by Messrs. A. Readymoney and Co., auctioneers, in their rooms in Green Street. Among the terms of sale offered was the following: Should the purchaser be under the necessity of blowing up the steamer before the cargo, passenger's baggage, and crew's effects are removed, the purchaser shall not be held liable or responsible for any loss or damage to the cargo, passenger's baggage and crew's effects. It was hoped that the modification in the terms would induce bidders to make better offers than at the last auction. But the hope was not realised. That first bid was for Rs. 2,000. It was made by Mr. Essaji Tajbhai. No higher bid followed, and the sale had again to be abandoned.

A STORY vividly recalling Stevenson's "Treasure Island" is told by Mr. Charles A. Spenny, one of a party who have just arrived at New Orleans in the yacht *Kwasint*, bearing a chest filled with bullion buried by pirates on an island on the African coast nearly half a century ago. An old sea captain, says the New York correspondent of the *Telegraph*, who was formerly a pirate, made known his knowledge of the place where the precious metal lay concealed. An expedition was organised, and sailed in October. It found the island, but discovered that the bulk of the treasure had been looted many years previously, but on another part of the island it came across a chest whose contents were intact. The bullion was sufficient to make the venture profitable. Mr. Spenny says that he knows of a still larger fortune buried on Nightingale Island, off the African coast, but he is not aware of the exact spot where it is hidden.

THE *Kokumin Shinbun* of the 26th ult. says:—"A pamphlet by Prince Ukhtomsky, entitled 'From Chinese Letters,' has been published at St. Petersburg. The writer declares that he was the only Russian journalist who was a witness of recent events in China. The pamphlet describes modern religious missions as 'the plague of China,' and argues that the return of the Court to Peking is impossible after soldiers of the Allies have desecrated the palaces and temples and shocked the national sentiment. Prince Ukhtomsky declares that Russia's unobstructed influence on this side of the Chinese Wall is inevitable, and that the position of the other Powers is hopeless. He believes that in any case peace negotiations are not possible in Peking. Russia suffers from the present situation. She refrains from annexing Kashgar and Mongolia only out of generosity, but will finally be compelled to annex by China herself, as the people of those regions dream of coming into Russian hands."

M. BENJAMIN CONSTANT, the great French painter is now at work on portraits of Queen's Alexandra, and of the late Queen Victoria; these portraits are to be among the most notable features of the Coming Art Season.

DURING the recent census taken in London a special book was prepared for the Royal Household at the castle in which were set down the names of the King, the children of the Duke and Duchess of Cornwall and York, Prince and Princess Louis of Battenberg, and all the members of the Royal household.

THE correspondent of the *Pall Mall Gazette* writing under date Rome, April 2nd, says:—"King Victor Emanuel is nothing if not a disciplinarian, as the under officers and men of the Palace guard have lately learned. It seems that before the time of King Humbert, when the palace was closed at night these gentlemen sat down to a quiet game of cards, which usually ended in one or several losing a month's pay or so before the morning. Wives and parents being alarmed, it was decided to put the scandal before the King, which was done in the form of a petition through the usual channels. His Majesty read in silence, and, as is his wont, made no remark, but about 2 a.m. the next day he rose, dressed, and descended to the guard-room. His knock was not at first heard, but a repetition drew forth a 'Come in,' and a strong recommendation to be quick about it. When the door quietly opened and revealed the King, it is no exaggeration to say they all nearly fainted from horror, certainly no one could speak. King Victor looked about him calmly, mentally noted those present, and retired. The next day the reckoning came in various punishments to 'fit the crime.'"

AT THE MAGISTRACY.

MAKING A JOYFUL NOISE.

Loi Mui, pleaded guilty to making too much noise whilst playing the game of *chai mui* at 1.30 a.m. on the 4th instant. A fine of \$5 or fourteen days was imposed by Mr. Kemp.

INSUFFICIENT HOARDING.

The neglect to erect a sufficient hoarding outside a building in course of erection in Des Vaux Road, cost Wing On, a contractor, \$25.

RICKSHA COOLIES FINED.

A couple of ricksha coolies were fined a dollar each for causing an obstruction by the persistent solicitation of passengers.

FALSE WEIGHTS.

Ip Lu Nam, carrying on business at 474 Queen's Road West, was summoned by Inspector Ford for having false weights on the premises. He pleaded guilty and was fined \$30 or six weeks' hard labour. He paid the fine.

For the same offence Un Chi, 522, Queen's Road West, was fined \$25 or six weeks' hard labour. His weights were five per cent in his own favour.

NO LIGHTS.

On the complaint of P. C. 97, Charles Aris, a couple of ricksha coolies were fined two dollars apiece for having no lights on their vehicles after sunset.

NOT A DUST-HOLE.

Lo Yan thought that Third Street was a handy dumping ground for rubbish. Three dollars fine was the result.

ANCHORING IN THE FAIRWAY.

For anchoring his junk in the fairway Chan Po was, on the complaint of Edward Johnston, P. C. 29, fined \$5 or fourteen days. He said he didn't know it was against the law.

Leung Chung was, for a similar offence, fined the same amount.

NEGLECTING TO REPORT SMALL-POX.

For neglecting to report a couple of cases of small-pox which occurred on his junk, Chan Kam Tai was to-day fined \$25 or one month's hard labour.

CANTON NOTES.

(From Our Own Correspondent.)

THE PLAGUE.

CANTON, May 4th.

The plague is spreading with wonderful rapidity in the city. It is only about ten days since any marked increase in the number of cases was reported. Now the disease is epidemic in many parts of the city. The Western part of the city seems to be suffering most. Throughout the Sai Kwan district and as far west as Wong Sha many deaths occur daily. In one house in the Sai Kwan seven persons died, and for a day or two no one could be found to bury the bodies which were left uncared for in the house. Two days ago fourteen coffins were carried out of the East gate within one hour: It is impossible to ascertain the number of deaths daily. The increase in the number of funerals is the only means of ascertaining the number of deaths from plague. The plague is reported to be very bad on Honam. In San'Ui city the disease continues to spread, and the number of deaths is said to be over twenty each day.

HIGHWAY ROBBERY.

On Thursday a man from the village of Sha Ho, three miles East from the city, was sent to a shop on Honam to get some money to take back to pay some workmen. When within half a mile of his home he was set upon by four highwaymen, who robbed him of over three hundred dollars and beat him until he was insensible.

A YOUTHFUL OFFICER.

Some time ago the office of commander of the West Fort, situated a short distance above Shamene, became vacant. There were many applicants for the position. The person who has been appointed to fill the position is not aware of the honour or responsibility that has been conferred upon him. In fact the new commander is little more than a baby, and instead of taking care of the fort he is in charge of a nurse. When the office became vacant Li Shai Kwai, who has charge of the Kwong Shing Kwai, set about securing the emoluments of this office for his family. He had a nephew, the boy referred to above, whom he recommended for the position. This boy was represented to be a young man of ability and well suited for the office. Li was successful and will now have the satisfaction of controlling this fort and drawing a share of the salary. The duties of the office will be discharged by some one appointed by Li. It is not unusual for men of influence to secure the control of offices in this way and then farm them out to others.

THE ALLEGED BRIBERY CASE.

Percy Thomas Crisp, an Inspector of Buildings in the Public Works Department, was charged on remand before Mr. Hazlewood with accepting a bribe of \$40 from Cheung Sui Kee.

Mr. J. J. Francis, K.C., instructed by Mr. Reece, appeared for the Defendant and Mr. Bowley for

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"WHAMPOA".....	8th instant.
MANILA.....	"SUNGKIANG".....	9th instant.
KOBE and YOKOHAMA.....	"CHANGSHA".....	10th instant.
SHANGHAI.....	"WOOSUNG".....	14th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th May, 1901.

OCEAN STEAMSHIP COMPANY.
OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"MAOHON".....	11th May.
"ACHILLES".....		14th May.
"PROMETHEUS".....		18th May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"ANTENOR".....	14th May.
LIVERPOOL (DIRECT).....	"CALCHAS".....	28th May.
(Taking Cargo at LONDON RATES).....	"PYRHEUS".....	10th May.
	"ULYSSES".....	18th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 7th May, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
Captain J. G. Offitt, will be despatched for the above Ports, on THURSDAY, the 9th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 4th May, 1901. [488c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"
Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th April, 1901. [426c]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"FERNDENE".....10th May.
"AFRIDI".....24th May.
"HILLGLEN".....14th June.
"LOWTHER CASTLE".....30th June.
"HEATHBURN".....17th July.

* Calling at MANILA and CEBU.
For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 6th May, 1901. [445c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.
Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.
Carlisle City.....about May 12
Belgian King.....about June 10

THE Steamship

"CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 12th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 30th April, 1901. [184c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FUMU AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"GISELA,"
Captain Mosca, will be despatched as above on WEDNESDAY, the 15th May, P.M.

For Information as to Passage and Freight, apply to
BUTTERFIELD & SWIRE & Co.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL, S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA".....SATURDAY, 25th May, at Noon.
"DORIC".....SATURDAY, 1st June, at Noon.
"PEBU".....TUESDAY, 18th June, at Noon.
"COPTIC".....THURSDAY, 27th June, at Noon.
"CITY OF PEKING".....SATURDAY, 13th July, at Noon.
"GAELIC".....

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE, have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu, for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

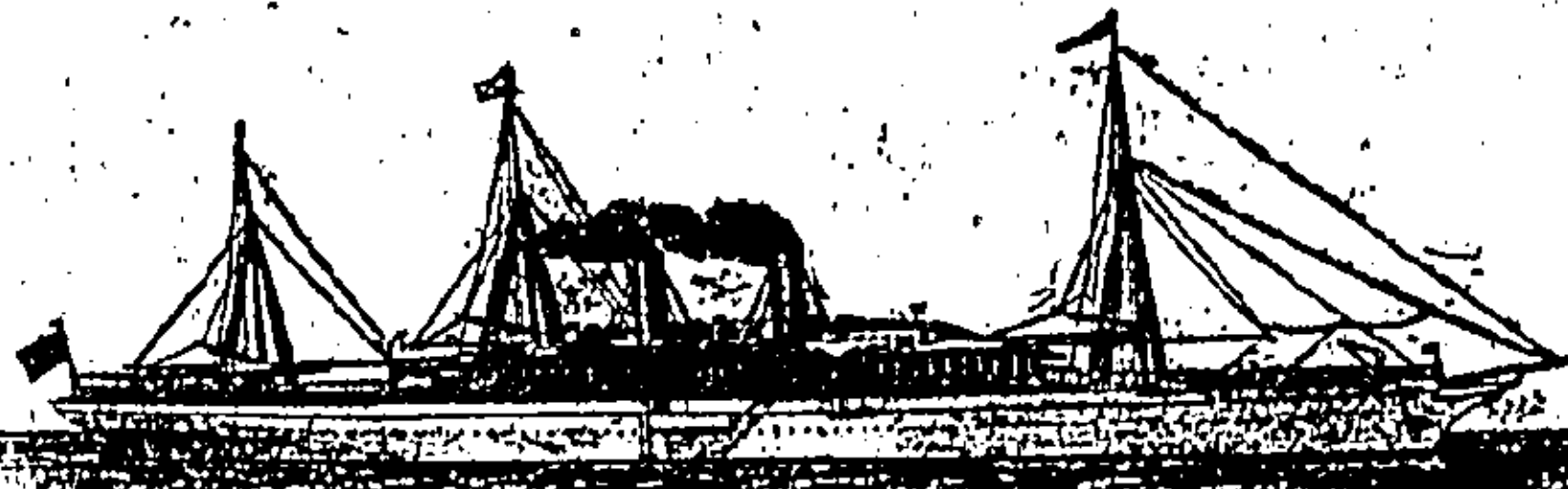
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 5th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and usually make the voyage VANCOUVER TO YOKOHAMA, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled; &c., apply to
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 24th April, 1901.

HAMBURG-AMERIKA-LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRECHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE).	21st May. } Freight.
SEGOWIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	31st May. } Freight.
WITTENBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	10th June. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA-LINIE,
HONGKONG OFFICE,
No. 11, Queen's Building.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU.....	KOBE and YOKOHAMA.....	FRIDAY, 10th May, at Daylight.
KINSHU MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, KOBE, MOJI and YOKOHAMA.....	SATURDAY, 11th May, at 4 P.M.
AWA MARU.....	MASSACHUSETTS, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 17th May, at Daylight.
MIKE MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 21st May, at Noon.
WAKASA MARU.....	KOBE and YOKOHAMA.....	FRIDAY, 24th May, at Daylight.
ROSETTA MARU.....	NAGASAKI, KOBE and YOKOHAMA.....	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU.....	BOMBAY, via SINGAPORE and COLOMBO.....	FRIDAY, 24th May, at Noon.
KASUGA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 24th May, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

Hongkong, 6th May, 1901.

A. S. MIHARA,
Manager.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Thursday, 16th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....Tuesday, 11th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....Thursday, 4th July, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 23rd April, 1901.

F. BLACKHEAD & CO.,
SHIP CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND; HARTMANN'S GREY PAINT; DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BALLAARAT,"
Captain C. T. Denny, R.N.R., carrying His Majesty's Mails, will be despatched from this Office for MARSEILLES and LONDON without transshipment, on SATURDAY, the 11th instant, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for Marseilles and London, will be conveyed direct without transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 2nd May, 1901. [c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailing.

Tacoma.....2,811 A. Dixon.....May 17
Victoria.....3,502 J. Pantou.....May 28
Braemar.....3,601 W. Watt.....June 7
Glenogle.....3,750 W. Frakes.....June 28

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLODYKE GOLD FIELDS.—Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to
DODWELL & Co., LIMITED,
General Agents.
Hongkong, 6th May, 1901. [c]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ADOLPH OBRIG, American ship, Amesbury.—Standard Oil Co.

SEA WITCH, American ship, Howa.—Master HATTIE C. SMITH, American schooner, Riley.

Master QUAYLE, British ship, T. Barker.—Dodwell & Co.

THE ROYAL BARBER ON THE "OPHIE."

The Duke's hairdresser, says the *Morning Leader*, the famous "Charles," of Regent-st., writes home from the floating royal palace that, despite the weather, he is having a royal time on board the *Ophie*.

"Charles," as every man in the smart world knows, and many who want to be in it, is Charles Jaschke, whose tenuous establishment is just by the corner of the County Fire Office colonnade, out of Piccadilly-circus.

When the Duke and Duchess of Cornwall were starting for their great colonial tour the Duke said the *Ophie* would be incomplete without a Figaro. His Royal Highness does not indulge in the troubles that attend the razor, but there were many members of his suite who did; and, moreover, the Duke himself would, at any rate, need a hair-cut and a comb to be long before reaching Australia. The great question was, Who could be trusted to steer the skittish razor on the billows of the rolling deep?

Capt. Wemyss came to the rescue with the suggestion of Mr. Jaschke. "Charles," said the Captain, was the greatest shaving artist on all the seas.

Moreover, "Charles" had already once attended on the King. So out from his underground saloon in Regent-st. went "Charles" to be the royal barber of the *Ophie*.

"Charles" and his wife (who is managing his business in his absence) are very proud of the honour that has been bestowed upon them; and "Charles" is keeping a diary for the entertainment of Mrs. Jaschke on his return.

THE IMPROVEMENT OF DAILY NEWSPAPERS.

Of late, says *The Argonaut*, there has been considerable discussion about the improvement of daily newspapers. Although the papers themselves are fond of saying they are faultless, public opinion seems to be unanimous the other way. Probably the discussion began over the "twentieth-century newspaper" issued by the *World* and edited by Alfred Harmsworth, the English journalist, on last New-Year's day. That special number caused much discussion, both editorial and lay. Newspaper editors were generally condemned. Newspaper readers were divided, but they seemed to incline to the belief that Mr. Harmsworth was right on these particulars:

1. Making the size of pages smaller.
2. Folding the paper so as to make it more convenient and portable.
3. Printing the important news conspicuously.
4. Excluding pictures, except such as were aids to comprehending the news.
5. Giving the advertisements less prominence.
6. Bolting down the news.

The judgment of the newspaper fraternity upon newspapers is not so valuable as that of newspaper readers. Newspaper-makers look upon newspapers from a purely technical standpoint. They scan the columns of rival journals with a critical eye. Their talk is of "beats," "scoops" and "features." They regard sensations as a newspaper-reader's daily food. If no "feature" offers itself they believe in making one. A daily newspaper without a news "feature" to them is a failure. They forget that there are days without features and nights without sensations. Monday is the dread of every good newspaper editor. Sunday is an abnormally quiet day. Few people fall down an elevator-shaft on Sunday, or get run over on Sunday, or blown up on Sunday. Most people either stay at home or go to church. To those who stay at home nothing occurs—that is, if they are of the elect. If they are unregenerate, they may perhaps be born again. To such dire straits does Sunday reduce the average city editor that on Monday he is often forced to print sermons to fill up. Occasionally Providence, in its benevolent yet inscrutable wisdom, inspires two or three hot-tempered gentlemen to fill themselves up with benzine, fusi oil, tarantula juice, and other toxic fluids, with the result that they run amuck on Sunday. If they are fortunate enough to be married, they go home and stamp upon their wives. In that case their punishment is invariably light. The human race still looks upon marriage as a mitigation of battery. If they are unfortunately not married, they are forced to attack some person who has not sworn to love, honour, and obey them. This generally results in a fight frequently in a body fight, often in a homicide. Then the city editor smiles again. He heads it up—"Bloody Sunday"—"Carnival of Crime"—"Maggin's Alley is a Shambles"—"Bloody Finger-Prints on the White-washed Door"—"All the Horrowing Details in the Daily Fake" and the city editor kills off all the sermons, and is happy. But this is only once in awhile. Usually that deserving man must fill up Monday's paper with loud-lunged anti-baby-lionisms. When a prominent citizen intends to die, let him always select Sunday. He will have at least a column and a half in Monday's paper, and perhaps three columns, with a double-column portrait. But Tuesday's paper is crowded. If he is so thoughtless as to die on Monday, he will be fobbed off into eternity with a baker's dozen of lines.

BARBARIY OF NEW YORK CUSTOMS.

A New York correspondent states that the Customs authorities there are taking unusual precautions to prevent smuggling by steamship passengers. Transatlantic travellers who land there now not only find themselves treated as suspected smugglers and subjected to outrageous treatment, but their friends are rigorously excluded from the steamship piers.

The first victims of these new regulations were the passengers of the Cunard liner *Umbria*, the White Star liner *Germania*, and the American liner *St. Louis*, which arrived on March 10th last. The unfortunate passengers, who on landing were confined in a pen and closely guarded by the police, were forbidden to exchange greetings with their friends outside, and many were detained for hours on the cold and windy piers. Many of the ladies suffered terribly, and the indignities inflicted on the wretched travellers would have disgraced Russia.

Every article of baggage was subjected to the closest scrutiny and the owners questioned and cross-questioned regarding the value of their belongings.

This sudden activity on the part of the Customs officials is said to have been instigated by the Association of Manufacturers and Shopkeepers, who are determined to make matters unpleasant for Americans who dare to travel and make purchases abroad.

The newspapers indignantly denounce these outrages. *The New York Herald* says—"No American can read the narrative in our columns this morning without a feeling of shame. We can imagine the statue of Liberty in New York assuming a satirical grin at the spectacle of sovereign citizens being made to stand in a line, swear they are not smugglers, and be treated like pig-pockets when they set foot on this land of the free and the home of the brave."

MR. RHODES' IMPERIALISM.

The *Spectator* is one of the many journals that view Mr. Rhodes' policy with disfavour. It says:

Our grounds for distrusting Mr. Rhodes' Imperialism, and for regarding it as an imperialism for which the Empire has no use, are wider than any mere petulance of speech in regard to the Home Government. We distrust him as an Imperialist because—(1) he gave £10,000 to the Irish rebel party under Mr. Parnell when the defenders of the Union were engaged in a death-struggle with that party; (2) he introduced into the Empire that party's deadliest enemy; (3) he pampered the Bond, though knowing all the time, as we now perceive, its true nature; (4) he introduced into the Empire that commercialism and imperialism which led, among other things, to the crimes and blunders of the Matabele settlement and the Matabele revolt; (5) he engineered, or more correctly, muddled, the Jameson Raid, and so tied the hands of the Imperial Government for five years while the Boers were preparing their forces, and thus prevented us helping the Outlanders, though help was rightly due to them. What would Imperialists have said if before the war some capitalists here, who professed to be an Imperialist, had given £10,000 to the leaders of the Bond? But the Bond was not so deadly an enemy of the Empire as Mr. Parnell and his National League.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Ahern, J.
Agan, D.
Arias, D.
Auer, T.
August, Shop Van
Armistead, Miss A. J.
Brokenshire, F.
Beal, Gunner J.
Brown, J.
Bord, R. P.
Beylis, M.
Bannerman, J.
Benson, Chas.
Bent, G.
Bryan, M. R.
Bergerowski, C.
Bernardo, J. G. C.
Bird, W. B. M.
Bohm, G.
Boring, N.
Bridal, A. H.
Bastchewsky, M. de
Brill, G. D.
Barton, A. L. L.
Cahon, A. S.
Cream, Chambers, Capt. R.
C. H.
Callen, F. W.
Candler, W.
Chadling, Brothers & Co.
Carpenter, F. G.
Child, H. E. A.
Chapman, W.
Carridge, J.
Cowie, E. H.
Cullen, Capt. V.
Comie, Mrs. A.
Carbock, Capt. Van
Cahill, G.
Cox, A. A.
Courrie, J.
Cook, L. F.
Graig, J.
Dapuis, R.
Delfs, Capt. P.
Davis, J.
Dawel, Mrs. A. J. T.
Drake, Mrs. F. J.
Davis, S.
Drewes, Capt. H.
Dannenberg, Miss E.
Darlington, H.
Daukewich, P.
Dodge, V. A.
Dunbar, T. E.
Dipple, Mrs. R.
Dewey, W. R.
Ella, J.
Eckert, W.
Etienne, C.
Ezel, L. L.
Evans, S. B.
Edwards, H. W. S.
Eggers, A.
Friedling, Lady
Fernandez, V. D.
Frieburg, S. S.
Fobris, G.
Fasgen, P. M.
Goetz, F.
Grant, W.
Garis, H. L.
Greenwood, Miss E. B.
Gyr, H. W.
Glendinning, R.
Goodwin, L.
Georgeson, J.
Gren, J. K.
Gutierrez, B.
Grunstein, B.
Gomet, J.
Greenwood, T.
Green, Mrs. G.
Garratt, S.
Grimes, J. B.
Gordon, J. A.
Harkins, J.
Herberville, L. D.
Honey, B.
Hardy, R. J.
Hacker, C. W.
Hoag, P. V.
H. K. Anateur Photo Club.
Hinderkoper, J.
Hooley, P. F. G.
Havermeyer, F. C.
Huby, G.
Harrison, Mrs. P.
Hamilton, Mrs. H.
Hallard, F. J.
Hoashi, S.
Harrison, R.
Hecoon, A.
Hay, Rev. N. E.
Hark, G.
Ingold, F.
Jones, C. J. Council.
Johnson, J.
Johnson, C. E.
Jeffries, Rev. M.
Joasiano, S.
Jor, A. (Sailor).
Jenkins, C. M.
Kirkpatrick, M. C.
Klim, C. H.
Kelpet, G.
Kestrel, R. H.
Kamartz, S.
Kirk, R.
Kelton, W.
Kuhn, F.
Kneute and Streiff.
Kienulf, F.
Knapp, G. W.
Knapp, Jr. W.
Laple, M. K.
Liberg, C.

London, H. J.
Lester, H.
Lyall, R.
Laglaize, L.
Lies, Miss
Lohr, A.
Loring, Miss E. G. O.
Maitin, T.
Minchin, D. J.
Molky, M.
Moothouse, J.
McIntosh, J.
Moore, Bishop
Merry, Mrs. D. J.
Menasché, L.
Moore, J. W.
Murphy, Mrs. F.
Moore, H.
Marcus, T. R.
McGregor, A.
Mullis, W.
Muller, F. S.
Maxwell, Lieut. D. H.
Myer, L. D.
Matteon, J. F.
Mendell, C. D.
Nash, F.
Nato, F.
Nicol, J. A.
Neilson, E.
O'Brien, J.
Osawa, Miss
Palmer, J.
Partridge, Dr. L. S.
Phillips, C. F.
Peterson, J.
Porter, A. M. J.
Piercedo, J. G.
Pailen, J. R.
Pastewsky
Patterson, J. H.
Pitcher, A. J.
Paisis, G.
Pinkowsky.
Rosa and Lilly
Ross
Riel, G.
Reutens, J. W.
Rigby, R.
Rigby, J.
Rehmanoboy, H.
Rivington, C. F.
Rose, R.
Ramos, A.
Rowand, A. G.
Read, Miss M. B.
Rushy, C. B.
Roberts
Rennie, F.
Riegan, Capt. A.
Read, Miss T.
Reid, Capt. T.
Roberts, Mrs. J.
Rowington, C. F.
Ricevich, E.
Ramsome, Miss I.
Samborn, E. G.
Sheppard, F. J.
Siewart, J. E.
Sheller, W.
Stewart, A. H.
Sylvester, F. W.
Scalan, J.
Solomon, Major L. L.
Shannon, Miss
Schlichting, Mrs.
Smith, W. A.
Saaid, J.
Spieler, L.
Stewart, Messrs. J. & G.
Silverstone, A.
Sanderone, A. O. D.
Sicon, E.
Stephen, A.
Starr, Miss E.
Steel, Esq.
Shrewsbury, R. W.
Stephens, G.
Stanley, N. L.
Sawada, Miss
Sare, Miss G.
Schub, S.
Shaw, A. M.
Thompson, P. H. W.
Turner, A. H.
Thom, Capt. J.
Tomylkins
Torre, T.
Talbot, B. W.
Thornburgh, Mrs. R. M.
Takenowich, Miss H.
Tauchner, Mrs. M.
Westcott, Mrs. H.
Worthington, C.
Wheate, W. E.
Woodley, W.
Watson, H. G.
Wegener, Dr. G.
Walson, J.
Winds, M.
Webster, Dr. W.
Wright, Capt. W.
Watson, Dr.
Wallace, F.
Walker, S.
White, S.
Westrop, Miss.
Wilkins, Mrs.
Walford, E.
Wedman, J.
Weedon, G.
Weber, Dr. E.
Welch, J.
Will, W. N.
Wicks, G. E.
Whitnash, T. C.
Walker, J. D.
Wynham, A.

List of Registered Covers for Merchant Ships.

S.S. *Atlas* M. Richardson.
" *Ching King* Abernethy.
" *China* Mr. Cooper.
" *Ducation* M. J. Garbutt.
" *Emma Layher* Capt. Wallis.
" *Hailan* A. Anderson.
" *Idomeneus* T. Connolly.
" *Manuel Laguna* E. Nielson.
" *Monmouthshire* Capt. J. Kennedy.
" *Monmouthshire* W. Cropley.
" *Palatia* H. Broch.
" *President* R. B. Munro.
" *Radley* John Mann.
U.S.S. *Relief* Chas. McFeely.
" *Relief* J. H. McNeil.
" *Relief* H. Miller.
" *Relief* P. Schneider.
S.S. *Saint Jerome* Capt. A. Jones.
U.S.S. *Saturn* L. Miles.
S.S. *Shantung* Miles.
" *Uralia* Capt. Wilson.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Bitidime.
Chingai.
Cheong Seng Loong.
Dellagru.
Gee (Major).
Gillingham.
Kamcheong.
Kongyueong.
Kongyueong.
Lapraik.
Lichuenhang.
Mathew, Joseph.
Moody.
Quannalong.
Quannalong.
Sham.
Siangshoochan.
Steamer *Wineland*.
Steel.
Stranzen.
Sunsanyuen.
Taichuen.
Teiching.
Thanghai.
Thi.
Turgens.
Tyeohngsoon.
Watanabe.
Yeeon.
Ying Tie Hinglung.
0208 (Swee Kee Chan).
0651, 4597 (Nam Wing).
5940 (Kwong Yu Yun).
Two.
0651, 3051 (Nam Wan).
0208 (Swee Kee Chan).
F. VON DER BRODTEN,
Manager in China.
Hongkong Station, 4th May, 1901.

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AVOID ALL RISK OF OUTBREAK BY
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M. FUJISE,
Manager.

Hongkong, 11th December, 1900.

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For full Particulars, &c., &c.,
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A FINE Consignment of FRENCH PRE-
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Quality will speak for itself.

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THERAPION.

This successful and highly popular remedy,
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Sold by A. S. WATSON & Co., Limited,
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Hongkong, 4th May, 1901.

Consignees.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"GAELIC."
are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns at Wanchai and
delivery may be had either from Lighters or
from Godowns upon countersignature of Bills
of Lading.

Goods remaining unclaimed after the 8th
instant, will be subject to rent.
No Fire Insurance has been effected.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 1st May, 1901.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM NEW YORK.

THE Steamship

"GLENGARRY,"

having arrived from the above Port, Consignees
of Cargo by her, are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

